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# Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1909.  
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Ar.—Changchun	9.15 p.m.	
Ar.—Dairen ( )	5 a.m.	
Ar.—Harbin (Russian Train)	6.55 a.m.	
Ar.—Harbin ( )	3 p.m.	

Leave—Harbin ( )	Thursday	Saturday
Arrive—Changchun ( )	6 p.m.	
Arr.—Mukden	7 p.m.	
Arr.—Dairen ( )	2.10 a.m.	
Arr.—Dairen (Steamer)	12.30 p.m.	
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Arr.—Shanghai ( )	Friday	Sunday

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AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, JULY 27TH 1909.

THE striking feature of the fighting which is taking place between the Spaniards and the Moors in the North of Africa is that the populace in Spain is opposed to the carrying on of the war, and the absolute censorship on news of the campaign has probably been imposed in consequence. Where Spanish rights are being infringed by the Moors it might well have been thought that the country generally would have supported the Government in sending reinforcements to aid the troops at present in Melilla, and when that support is withheld it may be considered that it is due to political influences or to some more cogent reason. Whatever the explanation it does not emerge from the meagre messages to hand. Historically, the conflict is interesting as being a renewal of the hostilities which were once waged between the Spaniards and the Moors, though it is safe to say that the old-time jealousy no longer exists. As "the glory that was Greece and the grandeur that was Rome" passed, so did the power and civilisation that was Moorish. Not only were the Moors driven out of Spain, but they were gradually shorn of their territory. Their power waned, until now the Empire is reduced to something like its original limits. But Spain, not content with its victory over the invader, seized portions of Moroccan territory, and the European Power occupies positions at Ceuta, Melilla, Peñón, Alhucemas, and Chafarinas Islands on the North Coast of Morocco.

These places are no doubt useful to Spain, but it stands to reason that their retention by her must be a fruitful source of dispute between the two countries. Ceuta is a seaport of some note directly opposite Gibraltar. Peñón is described as a fortress, and Melilla we know is a penal settlement. In fact, most of the African possessions are used as convict stations. We may also recall in this connection that in 1860 by the Treaty of Wad Ria the Sultan of Morocco granted the claim of Spain to the small territory of Santa Cruz de Mar Pequeña, south of Mogador, but Spain has not yet taken advantage of the concession, possibly because it would inevitably lead to trouble.

Why the present "little war"—which unhappily seems to be developing into an important campaign—should be unpopular in Spain is not very evident. It cannot be due to a sentiment that war per se is wrong.

The teaching of Tolstoi has not taken such a hold on the Spanish as to account for the general aversion to the present fighting, but it may be that the people remember the disaster which overtook their troops and their navy little more than ten years ago when they were made to part with the last of their great over-sea possessions. That experience has doubtless chastened them and made them realise their unpreparedness for war.

Still, we do not suppose the nation has had any doubt of the result of the clashing of arms between Spain and Morocco. The populace may have come to the conclusion that the game is not worth the candle, that the rupture will mean not a series of pitched battles, but the opening of a guerrilla warfare in which the European troops will be harassed and the Spanish possessions continually menaced. On the other hand, it is difficult to imagine a proud people like the Spaniards calmly accepting an affront to their prestige. We should rather expect them to insist on their rights being maintained and to demand that the war be conducted with the vigour and completeness necessary to ensure success. Yet all the telegrams to date emphasise the fact that the campaign is unpopular, so much so that it is believed that the reverses suffered

by the Spanish troops are being minimised. Until more information comes to hand it is impossible to appreciate this attitude of the people. It is in striking contrast to what took place twenty years ago. Then the aggression of the unruly Riff tribes upon the Spanish outposts around Melilla led to a conflict in which the Spanish forces at first lost heavily. The disaster fired public opinion and the Press called so loudly for revenge that the Government sent to Melilla no less personage than the famous Marshal Campos, at the head of 29 generals and 25,000 men. The Sultan of Morocco lost no time in getting the Riff tribes under control, and Marshal Campos made a treaty in which he obtained ample redress and the promise of an indemnity of £900,000, which Morocco punctually paid.

No matter how unpopular the cause behind it might be reasonably thought that the country would not withhold the support necessary to carry the war to a satisfactory conclusion. Unless there is something radically wrong, the mere fact that war has been embarked upon should unite all classes, and when that unanimity is not being shown it may be feared that Spain is, in common parlance, in for a bad time. Internal dissensions will make it difficult, if not impossible, for her to concentrate as she ought on the Moroccan coast, and the results will be another humiliation for Spain. So far there has been no estimate of the number of troops participating in the recent fighting. Spain is understood to have 6,000 troops in North Africa, but as all her other African possessions are fortified, it may be presumed that she has little more than a thousand men in Melilla to hold the place against the Moorish hordes. The Moors are fine soldiers. Possessing the fanaticism and stalwart of the Mohammedans, they show a contempt for death which render them the most formidable of foes. Moreover, they are not without training, and as they have acquired a sort of taste for blood by reason of the civil war which last year devastated their land and gave them a new Sultan, the inference is justified that they will not be easily quelled. When it is remembered, too, that the Sultan can muster somewhere about 80,000 troops, that he has some artillery and a disciplined cavalry, it will be evident that Spain has entered on something more than border skirmishing, and her resources will be taxed before she comes out of it well. It may be the general opinion that the places indicated being merely used as penal settlements are not worth the trouble of holding against the Moors, or it may be that there is no confidence in the present administration, but, whatever the cause, there can be little doubt that with the country and the Government

at loggerheads and fighting at Melilla developing into a serious warfare, the prospect for Spain is anything but rosy. Her troubles are by no means over, but good may come out of evil, and if they result in arresting the decline into which the country has fallen, and rouse her to emulate her brilliant past, Spain will have cause to rejoice as she once more takes her place among the leading nations of the world. But will it be so? The temperament which characterised the Bourbons still persists. Does Spain ever learn?

The French Mail of the 22nd June was delivered in London on the 24th inst.

Mr. Hu Yuan Tsan, B. A., of Trinity College, and brother of the Comptroller of Messrs. Bradley and Co., is a passenger to Hongkong by the s.s. *Buelow*.

The Sicawei Observatory reading on the 22nd inst. gave the temperature at Shanghai as 100°, which is the highest record since 1900.

The plague return for last week numbered two, both Japanese and both imported. One died. One fatal case was reported yesterday from Yau Ma Tei.

We are officially informed that, subject to audit, the Directors of the Hongkong and Whampoa Dock Co., Ltd., will recommend at the forthcoming meeting a dividend of 3 per cent.—£1.50 per share.

Mr. E. A. Leggett, of the Eastern Extension Telegraph Co., who has for the past six months been stationed at Foochow, has been transferred to Singapore. He has been succeeded at Foochow by Mr. M. C. Radford.

Mr. Lindsey Smith, the new assistant Judge of H.B.M.'s Supreme Court at Shanghai, arrived in the Northern settlement last week, having travelled out via Siberia, accompanied by his wife.

Mr. J. A. Olsen, who for some years past has held the position of First Berthing Officer in Shanghai Harbour and Woosung, died of stroke last week. The deceased was about thirty-six years of age and was a native of Norway.

The return of visitors to the City Hall Library and Museum for the week ending the 25th July, 1909, shows that of non-Chinese there were 454 to the Library and 202 to the Museum, and of Chinese 263 to the former and 2,458 to the latter. The Library was, therefore, used by 717 persons and the Museum by 2,650.

As the outcome of a quarrel with her husband an old Chinese woman last week attempted to commit suicide by swallowing opium. However, she was taken to the hospital, where she recovered. Yesterday she was brought before Mr. J. E. Wood at the Magistracy on a charge of attempting to commit suicide, but was dismissed with a caution.

On Sunday afternoon a sampan capsized off Mongkok and the occupants were thrown into the water. Fortunately the occurrence was noticed both by the men in the gig belonging to the Chinese revenue cruiser *Likin* and by those on board the C.P.R. launch Vancouver. The gig was first on the scene and rescued the sampan people, and the Vancouver took the gig and sampan in tow to the *Likin*, where the sampan people were cared for.

The United States has notified China that she will probably object to the Russo-Chinese Agreement for the administration of points along the Eastern Railway in Manchuria. One serious ground of objection is the derogation of the right of extra-territoriality which the powers now enjoy, though quite as objectionable a feature of the agreement, it is declared, is the giving to Russia of a predominating influence in Manchurian affairs.

A Chinese was at the Magistracy yesterday sentenced to two months' imprisonment on each of two charges of obtaining goods by false pretences. He forged an order for wood on the Lun Yik firm, and presenting it at the shop on the Praya East on the 20th inst. obtained 2 pieces of wood. He tried the same on the 22nd, when he got nine pieces of timber, the total value of the two lots being \$114.81. Not satisfied with this he made another attempt on Saturday to get two pieces, but he was arrested and punished as stated.

The high water in the Yangtze and the heavy rains, says a Hankow contemporary, are jointly responsible for the telegraph lines at numerous places having given way, owing to boats and junks running up against the wires and breaking the poles. This has been the case at several places between Hankow and Shanghai, and has naturally occasioned some dislocation of the general foreign telegram correspondence, it being necessary to divert the bulk of the telegrams over other routes. The same is the case on the Western lines, which between the towns of Sientaochen and Shasi are submerged for a number of li.

No sooner does one typhoon disappear than information reaches the Colony of the existence of another. Thus the typhoon signals were lowered on Saturday evening, and glorious weather prevailed on Sunday. The Observatory at Manila, however, cabled on Sunday to the American Consulate-General that a cyclone or typhoon existed E. of Linzon, less than 300 miles distant, moving N. N. W. Yesterday morning's telegram from Manila reported the typhoon to be east of the Balintang Channel, moving N. It is of interest to mention that to-night is the anniversary of the typhoon which did so much damage in the Colony last year.

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## TELEGRAHS.

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## EXPLOSION ON A JAPANESE BATTLESHIP.

TOKYO, July 26th.  
An explosion occurred on the battleship "Asahi" during gun practice at Ise Bay on Sunday, in which five men were killed and five injured.

REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

## AEROPLANE CROSSES THE CHANNEL.

LONDON, July 26th.  
The Bleriot aeroplane crossed from Calais to Dover yesterday morning.

It left Sangalo in calm weather at 4.30 and descended gracefully at the back of Dover Castle at 4.53.

A strong wind was experienced in crossing, and the torpedo-boat destroyer which was escorting the aeroplane was out-distanced.

LATER.  
Losing sight of France and the escorting destroyer before sighting England, Bleriot lost his bearings in the haze which prevailed, and found himself off Deal.

He turned and followed the coastline a mile off.

The total distance covered by aeroplane was thirty miles, and the corrected time is thirty-five minutes.

## THE SPANISH MILITARY OPERATIONS.

## HEAVY FIGHTING AND SERIOUS LOSSES.

LONDON, July 26th.  
Heavy fighting took place at Melilla on Friday.

The Spanish losses included seven officers killed and twelve wounded. The number of soldiers killed is unknown, but it is announced that 200 were wounded.

The Moors lost a thousand.

The Spanish Government maintains silence on the subject and the absolute censorship is causing great uneasiness in Spain.

The conviction is gaining ground that the magnitude of the disaster is being concealed.

## THE DUKE OF CONNAUGHT.

LONDON, July 26th.  
H. M. the King has accepted the resignation of H.R.H. the Duke of Connaught as Commander-in-Chief of the Mediterranean forces, the resignation to take effect on the 1st prox.

## THE TSAR ON TOUR.

LONDON, July 26th.  
T. I. M. the Tsar and Tsaritsa have sailed from Cronstadt for Cherbourg.

## WONDERFUL SHOOTING.

## FAST-MOVING SEA TARGET HIT EVERY TIME.

What is claimed to be a record night shot with 12-pounds this year has just been made to the credit of two detachments of 37th Company of the Royal Garrison Artillery, stationed at Portsmouth.

Firing from Fort Albert, Isle of Wight, at two floating targets towed at a speed of from twenty-eight to over thirty miles an hour at varying distances of about 1,500 yards, the detachment achieved the remarkable result of 21 hits in 21 rounds.

## RUSSIAN AND CHINESE WORKMEN.

A St. Petersburg correspondent of a London newspaper says:

The Russians in Manchuria are feeling more and more the competition with the industries Chinese workmen, and there have been many bloody encounters between the two races of late. The latest encounter took place near Harbin, and over a thousand Russians and Chinese took part in it. The Russian police and troops arrested 30 Chinese workmen. There were several killed on both sides. The general attitude of the Chinese in dealing with Russians has been changed completely by the war with Japan, and the change is seen mainly both in the lower walks of life and also in the Government circles in Peking.

## SUPREME COURT.

Monday, 26th July.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PRESIDENT JUDGE).

## CLAIM FOR GOODS SUPPLIED.

Action was brought by Abdul Kader against Kiris Ram and Mangta Ram to recover \$159.67 due for goods supplied.

Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. J. H. Gardiner represented the second defendant.

Mr. Harris asked leave to amend the description of the defendant by adding the words

"lately carrying on business in partnership with others at 50, Austin Road, Kowloon," to the writ. His friend consented.

His Lordship allowed leave to amend.

Mr. Harris said the action was a simple one for goods sold and delivered, and called the plaintiff.

Abdul Kader said there were three partners in the defendant firm, but one of them was now dead. The goods supplied were flour and another commodity.

The three partners used to order goods, and took them away from his godown

themselves on receipt of his delivery orders.

In cross-examination plaintiff said he had been trading on his own account since July last year. There was no signboard over his shop bearing the name H. H. Ying and Co. One payment made by the defendant was not entered in his books, but he had received their bill. Witness issued a warrant for the arrest of the defendant the day his shopman told him the defendant was going to leave the Colony. He did not know that the second defendant was carrying on a very thriving business at Tai Po, and that he was not likely to leave the Colony until the completion of the railway.

Baliff Rosario deposed to arresting the second defendant at Austin Road, Kowloon.

Mr. Harris put in the file of a summary action in 1908 in which the second defendant sued as a plaintiff and described himself as a partner in the business at 50, Austin Road.

Mr. Gardiner said the defence was that the amount claimed was not due from the second defendant at all. He had never been a partner in the firm, but he was in partnership with another Indian in a shop at Tai Po.

His Lordship—When the defendant was arrested he came into chambers, but made no statement of that sort. He said he could get the money if he sent a man to Tai Po.

Mr. Gardiner—I have known all along the ins and outs of this firm.

His Lordship—It's very extraordinary that he should have told me something about this matter when he came before me. Instead, he practically admitted the claim.

## SHIPPING NOTES.

The *Monitoria*, a new vessel which constitutes an innovation in shipbuilding, was launched at Sunderland recently. It is claimed that by wave-like projections along each side increased speed can be obtained with normal power and fuel consumption as well as extra strength in design and increased capacity without increase of tonnage.

The Osaka Shosen Kaisha has appealed for the setting aside of an execution levied on certain of its property under a judgment obtained against it by Mr. E. Appenzeller and four others, residing at Lancaster, Pa., U.S.A. It appears that the parties named sued the O.S.K. for compensation for the death of their father, who was drowned in June, 1902, when the *Kumogawa Maru* collided with the *Kiso Maru*. After three trials, in the local court, the Court of Appeal, and the Supreme Court, judgment was finally rendered in favour of the plaintiffs, who were awarded yen 140,000 damages. Certain movable property of the O.S.K. was therupon attached and the object of the present suit is to nullify such attachment.

A case of considerable importance to those interested in shipping was decided last week in the German Consular Court at Shanghai, when an action at the instance of Melchers and Co., and the Norddeutscher Lloyd against Captain Goers, owner and master of the s.s. *Ascania*, was dismissed. On the 19th of February last, when the *Ascania* was on a passage down the Yangtze she collided with and sank the hulk *Bremen*, owned by Messrs. Melchers and Co., at Chinkiang. An action against Goers was accordingly instituted by Messrs. Melchers and Co., and the Norddeutscher Lloyd, the amounts claimed being Ths. 35,000 as the value of the hull and Ths. 40,000 for the cargo. A large number of witnesses were heard, the Harbour-master and his assistance at Chinkiang being summoned, and also experts upon the practice in the river. It was shown that while proceeding down river the *Ascania* had taken a course between H.M.S. *Clio*, which was lying at anchor, and the hulks moored alongside the shore, her intention being to come to a stop in order to get the Custom's papers. Owing, however, to the nature of currents the *Ascania* was carried against the hulk *Bremen*, and as a consequence the latter was sunk and her cargo lost. Dr. Voigts appeared for the plaintiffs and Mr. E. Mahnfeldt for the defendant, and after hearing the speeches of counsel the court gave its decision in favour of the defendant, holding that it was not to blame for the collision, being quite justified in taking the passage he did.

The tonnage statistics of the Federated Malay States for 1908 show the remarkable increase of 43 per cent. on those for the preceding year. Sir William Taylor, Resident-General F.M.S., in his annual report, writes that, exclusive of native craft, there arrived in ports of the Federated Malay States during the year 1908, 4,402 vessels, with a tonnage of 1,333,639 tons, an increase of tonnage, as compared with 1907, of 43 per cent. At Port Swettenham 1,133 steam vessels of the registered tonnage of 819,483 tons entered during 1908, an increase of 276,967 tons as compared with 1907. The ocean-going steamers numbered 112, with a tonnage of 383,577 tons. There was also a large increase in the number and tonnage of native craft making use of the port, the figures for 1908 being 415 vessels and 11,603 tons. Steamships entered at Telok Anson numbered 659, with a tonnage of 139,227 tons, the tonnage being almost stationary as compared with 1907, but showing a decrease in the number of vessels of 34. The shipping trade of Port Dickson revived somewhat, the number of steam vessels entered being 675, and their tonnage 254,999 tons, an increase of tonnage of 55,000 tons, due to the maintenance during the year of direct communication with Penang by the vessels of the Eastern Shipping Company. At Kuantan, on the east coast, the steam vessels entered were 266, with a tonnage of 26,419 tons, as compared with 246 vessels of 20,608 tons in the preceding year.

According to the Japanese papers, the Toyo Kisen Kaisha greatly suffered, like other steamship companies, from the economic conditions in America during the first half year, the dullness of trade on the Oriental lines and the continuance of the anti-Japanese boycott in South China. By reducing the personnel on land and sea, the Company has, however, saved Y. 300,000 for the first half year and the deficit for the term may not exceed Y. 600,000. Taken in conjunction with the deficit for the previous half year, it makes a total of Y. 1,410,000. The Company's outlook is, however, not necessarily pessimistic for the last half year. The *Nichi Nichi* says that among the shareholders there is a movement aiming at the passing of a vote of want of confidence in the Board of Directors. It is alleged that Y. 800,000 was incurred in connection with the investigations on the South American services, but there still remains a doubt amongst the shareholders whether such a big loss had actually been incurred. There are said to exist not a few evidences that the interests of the mass of shareholders are made subservient to those of the directors. When new shares were issued last year, the shareholders acquiesced in the increase of capital without much studying the pros and cons of the proposed increase. The new shares so issued were guaranteed 12 per cent. preferential dividends. This pleased the shareholders at the time, but it must now be condemned as a reckless measure. When the shares were thereby forced up considerably some shareholders sold out their holdings either to escape their own losses or

to enrich themselves in the transactions. The shareholders, says the *Nichi Nichi*, have decided to investigate the financial condition of the Company with a view to pass a vote of want of confidence on the present directors or otherwise. The directors are thus placed in a difficult position, especially as Y. 2,000,000 debentures raised in the United States last year falls due in October, the conversion of the loan being impossible under the present condition of the Company and also because the Company has not as yet made any preparations to redeem the debentures at the maturity.

In the City of London Court, on 30th ult., before Judge Rontoul, K.C., Samuel Williams and Sons, Ltd., of Lime Street, claimed £34 7s. for damage done to their dredger *Gleaner*, by what was described as the "terrible wash" of the *Komo Maru*, a large Japanese mail boat in charge of the defendant, Mr. G. F. Payne, Trinity House pilot. The plaintiff's case was that on March 11 the defendant brought the *Komo Maru* up the river Thames at a dangerous speed of 12 miles an hour. The *Komo Maru* was 450 ft. long, 54 ft. broad, drawing 22 ft., and carrying nearly 9,000 tons of cargo from Japan. Her displacement was therefore considerable, and her wash damaged the plaintiff's dredger. Mr. Nelson, for defendants, said that if Japanese steamers were to be blamed as the plaintiffs were doing, they would not come at all. The plaintiffs' damage resulted from the ordinary incidents of modern navigation of steamers of the size of the *Komo Maru*. Steamers would assuredly get larger, and the Nippon Yusen Kaisha Line, which owned the steamer, attached importance to the case. The pile to which the dredger was attached was old. Mr. Stephens said there were some piles still in the river which were driven in in the time of Charles I., and they were still good. Judge Rontoul, K.C., found for the plaintiffs, with costs.

Messrs. H. E. Moss and Co., in their steamship circular, dated Liverpool, July 1, say:—In our circular of January 1 last we stated that the year 1908 had been about the worst on record for shipping, and the crisis was then most acute. We also gave our reasons for saying that we were on the eve of a gradual improvement. The intervening six months have certainly been bad enough in the majority of trades, especially in the North Atlantic, but at the present time, without doubt, there is a better feeling throughout the world, and freights in many directions have sensibly improved, although still far below what they should be, or

what we may reasonably expect them to be.

Modern tramp steamers can now be worked in order to at least pay interest and depreciation, which for some time past has been impossible. The tinnage laid up has been reduced to less than one-half, and what remains is practically out of date and cannot compete with modern vessels. The amount of obsolete tonnage is still enormous, fully 1,000,000 tons.

Many companies and owners have realized that the sooner it is demolished the better, and they have been gradually selling their older steamers, for this purpose and replacing them by more modern vessels. The sooner the rest are disposed of the less will be the ultimate loss. There is no doubt that the late American crisis, which was mainly responsible for our recent troubles, has passed away, and trade in the States is now gradually assuming its normal aspect. We have always maintained that any improvement in the United States is a good harbinger. We are glad to say that this improvement has already reflected on trade not only in this country, but also abroad, and the severe depression we have so long endured is gradually disappearing. These facts combined with the increased output of new tonnage, prove to our mind that we are on the eve of better times, which will not be long in coming, and steam shipping is always the last to feel the effects of any general improvement in the trade of the world.

The date proposed by the Belgian Government for the opening of the third session of the Conference on International Maritime Law, namely, September 28, has been accepted by the Governments of Great Britain and Germany and by those of the majority of the other nations interested in the Conference. The Conference will consider the final adoption of the international codes on collision and salvage at sea which have been prepared at former sessions. These two Conventions do not seem to be likely to be the source of much difficulty. The meeting will also consider draft treaties on the limitation of shipowners' liability and on maritime mortgages and liens. It seems that except in the case of Great Britain, there is a tendency to recommend the maintenance of the former lien for necessaries supplied to ships in the course of their voyage. It will be remembered that the omission of this lien in the draft treaty prepared by the International Maritime Committee has given rise to some objection in England from the parties connected with the coaling of ships.

After a long and honourable connection, extending over forty-six years, with Lloyd's Register of Shipping, Mr. Harry J. Cornish, Chief Ship Surveyor to that Society, is about to retire. Mr. S. P. J. Thearle has been appointed by the Committee to be the new Chief Ship Surveyor, he having been, since 1900, the principal assistant to Mr. Cornish. Recently, at the Trocadero Restaurant, the members of the staff entertained Mr. Cornish to a farewell dinner, which was numerously attended.

Amongst the presentations to their Majesties at the Court on 24th ult. were—Miss M. Keswick, by her mother, Mrs. J. Keswick; Mrs. Norman MacEwen, on her marriage; by her mother, Mrs. J. Keswick; and Lady Swettenham on her marriage, by Lady Dallas.

## NOTES FROM JAPAN.

[FROM OUR CORRESPONDENT.]

TOKYO, July 16th.

## THE NEWS FROM KOREA.

What passes as politics in Seoul has filtered through to Tokyo in scurvy uninforming journalistic dispatches during the past few days. As a matter of fact very serious events have been pending, but to the Japanese journalists this has seemed no more than a sort of private campaign among the various native ministers of state for certain seats in the Cabinet. The event shows that something very different has been happening. Last Saturday a garden party was given at the Residency-General, and this, doubtless to the surprise of everybody not in the confidence of Prince Ito and Viscount Sone, proved the prelude to a coup by which the Koreans' jurisdiction over their own affairs is further restricted. Shortly after the garden party, so we are informed, a conference was held at the Residency-General between Prince Ito, Viscount Sone, the Resident-General, the Premier Yi, and the Home Minister Pak. The two latter were asked to give their consent to two proposals, namely, the transfer to the Japanese administration of the machinery of justice, the native courts to be placed under the jurisdiction of the Japanese courts, and the abolition of the army department. The Korean statesmen replied that they could not give an immediate decision, as the matter was of too great importance, but promised to send an answer after consultation with other members of the Cabinet. That evening and the following day protracted conferences were held by the Korean Cabinet. The Ministers of War, Justice and Education were strongly opposed and no agreement being possible the ministers decided to resign.

Thus the agitation among politicians in Seoul during the past few days has not been caused by any local affair or dissension among native ministers, it appears to have been the belief of newspaper representatives there, but was rather the result of forebodings on the part of the ministers, amply realised on Saturday afternoon. On the Sunday the Premier and Home Minister again saw the Resident-General and reported the proceedings of the Cabinet. The Resident-General explained the necessity of the Japanese proposals both for the advantage of Korea and Japan, and requested the ministers to reconsider the matter. The latter finally gave way, and on Monday evening the memorandum I noticed by a cable was signed, to be followed by a formal agreement.

## PRINCE ITO'S POSITION.

Some days prior to these events Prince Ito landed in Korea to say farewell to the Emperor, having cast off his mantle and ostensibly severed his connection with affairs in Korea. He was received in the capital, from the Emperor downwards, as a guest who is shortly to depart for good, and there was much entertainment and festivity. That serious affairs of state should be sandwiched in between these affairs of ceremony has probably provoked as much surprise at Seoul as it would anywhere else, but while the outsider may smile at this example of Oriental diplomacy, the situation as it appears to the inhabitant of Seoul is more serious. We are informed that wild rumours are afoot and great uneasiness is felt by the public. A vigilant watch is kept by the Japanese and a large force of Japanese gendarmerie is expected to arrive daily. These events show that the situation in Seoul is little different to-day from what it was when the protectorate was first created. Uneasiness and suspicion exist, in spite of all the jubilation we have been fed with in the past, and it is to be feared that there will never be anything else but suspicion so long as such methods are pursued by the Japanese. The changes advocated are doubtless for the good of the country, but it is the way the changes are effected that gives offence to the unfortunate people. The Japanese can never make a success of Korea in an economic sense unless they gain the confidence and support of the Korean people, and Saturday's proceedings do not promise anything in this direction. As the Koreans understood it Prince Ito went to Seoul to say farewell to the Emperor; it was not a diplomatic mission. A Cabinet which has never been anything but a collection of figure-heads is humiliated and the people are deeply offended. This, in plain words, is the situation to-day. No good that the Japanese administration can do is likely to eradicate the feeling of resentment created by such events as are just now taking place in Seoul.

## THE HOLIDAYS AND WHERE TO GO.

We have just finished with a very trying, wet season, and one of the meteorological officials predicted the summer heat is now with us in full power. Everything points to long spell of real hot weather, but as these observations will not particularly interest readers in Hongkong, I had better at once say that we possess a distinct advantage over most centres of white population in the East in having a number of splendid places to go to in order to avoid the heat. Yet it is not everybody here who can get away in midsummer. The favoured classes such as diplomats and missionaries, will always be found away from the torrid heat of the plains, but the merchant, the merchants' clerk, the newspaper man, and everyone whose living depends upon a daily production of work must stay in the cities, or at most can only steal a few days for a jaunt abroad.

There are other people, however, who are yearly making increasing use of Japanese summer resorts, and these are from China ports. During a recent visit to Nikko I was rather surprised to note a number of Chinese amahs with their foreign charges, and found that half the people in the hotel were from Shanghai. For many years the pleasant resorts near Nagasaki have been a favourite with Shanghai people, but now they are coming further east, and no better

health-giving quarters could be chosen than Nikko, Hakone, or Kamakura, all within a few hours of Tokyo.

## THE PIONEER RESORT YINDEE.

To the missionary must be given the credit of having selected some very pleasant places for spending the hot summer months. Those men, who when they come to the country, know they are settled here for a life-work—are not always hoping to go home "some day," as the average foreigner is—and consequently look about for some cool, elevated place where they may spend the summer vacation, which corresponds with the school vacation. Hence they have gathered together yearly at such resorts as Arima, near Kobe, and Kamakura, near Tokyo. Of late years these centres, however, have been invaded by outsiders and the necessity has arisen for more pioneer work. The result is that the missionary will now also be found at Shimotsuwa, one of the most romantic and lovely districts in the country, in the midst of the Japanese alps, where wild cat and other things that flourish remote from civilisation abound. Shimotsuwa and Kamakura are pleasant towns surrounded by mountains and situated on Lake Suwa, which, as a glance at the map will show, is practically in the geographical centre of Japan. The district is remarkable for its hot springs. They bubble up everywhere, and in the severe winter-time they are of enormous service to the people, providing splendid baths at a temperature as high as 113 degrees and an ever-ready source of hot washing water. Although this lake district is still new to the foreigner its reputation is growing both as a summer and winter resort. The lake from January to March affords several miles of excellent skating, the snow-covered mountains are all that the most adventurous mountaineer will require. In summer the temperature is never oppressive and the views are lovely.

But there are drawbacks to everything. It takes twelve hours over a distance of only ninety miles to reach Shimotsuwa from Tokyo. Fifty tunnels are passed through, bogey cars are unknown. What with the jolting, the heat, the smoke in the tunnels, and the atmosphere created by the vittles consumed by the passengers—the Japanese are great eaters on railway journeys—it is no wonder that one might hesitate to go to Shimotsuwa. And the traffic on this line is great, that is, the number of trains run is so small that they are always crowded, which is an additional unpleasantness. Neither the passenger nor of being able to return from Shimotsuwa, for railway running is not an exact science in Japan. A train is scheduled to leave Shimotsuwa daily for Tokyo before six a.m. (the most convenient train), but this won't start unless there are passengers! One never realises how remote he is from civilisation until he gets to a place like Shimotsuwa. As for the transport of the mail, that's quite a secondary matter in Japan, and especially so in the Hida mountains! But perhaps the primitive life is just the thing for the blasphemous tourist, however the lack of enterprise shown by the railway authorities may injure the economic development of the country.

## A MANIA FOR WASHING.

I had just finished the foregoing when the sound of scuffling proceeded from the rear quarters of my domain. Thinking my devoted cook was in the throes of a death struggle with some intruder I hurried thither and found him busily engrossed in washing the cat! Trying in vain to get puss's four legs into a bucket of water! Just previously the dog had enjoyed the process, for the thermometer is near 90, and the energetic cook decided to extend operations to the whole family. But he was not successful. A cat is the embodiment of dignity and resents an operation it can do so much better itself. With an effective use of its claws in a few moments puss was sunning and licking itself on the roof and the cook had learned a lesson. This people, indeed, has a mania for washing. The other day an old man was contentedly washing a decayed black alpaca umbrella at the roadside, looking the picture of domestic happiness. The principal occupation of maid-servants throughout the day appears to be in washing something or other, and not the least important article washed daily is, of course, the rise itself. The Japanese certainly have a wholesome regard for water, but persons in possession of mahogany furniture and other articles that won't take liquid have to be careful.

## THE REVISION OF JAPAN'S TARIFFS.

## DIVERGENT VIEWS OF YOKOHAMA AND KOREA CHAMBERS.

The *Asahi* notes that Yokohama and Kobe being the two important foreign trade ports of Japan, it is natural that the views of the Chambers of Commerce of the two ports on the question of the revision of the Customs tariff should be regarded with great interest. On this point there is a fundamental difference between the opinions of the two Chambers. The report of the Kobe Committee on the question, which is to be had before a general meeting of the Chamber to-morrow, the 15th instant, is based on the principle of obtaining additional revenue. It is pointed out that the revenue obtained by Japan at present is not more than 6 per cent. of the national revenue, which is excessively small as compared with the rate obtained in foreign countries, where the Customs revenue represents from 20 to 30 per cent. [How many such countries there are and where they are situated is not stated.] The report recommends, therefore, that the duties shall be increased generally and bad domestic taxes be repealed. On the other hand, the Yokohama Chamber recommends the principle of a low tariff. It is pointed out (1) that a high tariff would reduce the import of goods and discourage foreign trade, and (2) that if the Customs tariff is lowered and the import of goods be encouraged, it would give occasion for Japanese manufacturers to exercise increased caution and call for further development of the industry and commerce of Japan. The *Osaka* journal remarks that without discussing the question whether a low Customs tariff would give an impetus to industrial development of Japan, as maintained by the Yokohama Chamber, the direct conflict of views between the two Chambers is noteworthy. The fact that Kobe is a port of import and Yokohama a port of export may have led to the conflict of views. Japan Chronicle.

## COMPANY MEETING.

## THE INDO-CHINA STEAM NAVIGATION CO. LTD.

The twenty-eighth ordinary general meeting of the above Company, 29, Cornhill, E.C., on the 29th ult., Mr. W. Kewick, M.P., Chairman, presiding.

**THE CHAIRMAN** said:—One of our colleagues, Mr. Walter Fisher, is unfortunately not with us to-day, as he has been called to America for a short time. The Report which the Directors submit to you to-day, we again regret, shows an unsatisfactory result, the earnings of the steamers having for the year proved insufficient to meet the necessary outgoings. We are not singular in this experience, for the shipping industry throughout the year, and in all parts of the world, has been seriously affected by the severe depression that has prevailed. This is, of course, but poor consolation, and only shows how general has been the shrinkage in the employment of shipping. The President of the Chamber of Shipping in his inaugural address in February last described the position of the shipping trade in these words:—

"The depression which existed in the shipping industry during the year just past has been the worst for shipowners that they have ever experienced. Depression marked its opening, continued to its close, and is still continuing. In all directions the margin of profit on trading has been almost nil—even without taking into account the depreciation of property—and in many instances direct loss has been incurred.

"A momentary spurt in some particular trade has now and then taken place during last year which encouraged shipowners to look hopefully to the immediate future, but a short time afterwards their hopes were falsified and freights receded even to a lower depth than they had previously touched. Not only has this been the case with cargo steamers—passenger and cargo liners have also suffered." And I would ask you to refer to the Report of the Norddeutscher Lloyd to see that depression has extended also, and seemingly as severely, to other British shipping. The outlook now, however, is less unsatisfactory than when we last met, for whereas it was then extremely difficult to obtain employment at remunerative rates of freight, we are now experiencing improvement which we trust will continue, as in our particular trades there has been considerable dispersion of superabundant tonnage, and prospects appear more reassuring.

We have made the same ample provision for the Depreciation of the fleet as on the last occasion and to do this and to provide for the outgoings of the year we have taken £20,000 from the Underwriting Account and we have again had recourse to the General Reserve Fund which is closed by the transfer of £10,000 to Profit and Loss. The transfer from the general account leaves a balance at credit of £143,991 18s. 1d., a sum more than sufficient to meet any conceivable call upon the fund for marine losses and averages. The various items in the Balance Sheet and Revenue Account do not, I think, call for special remark: we have had to meet the usual charges for the year, such as Interest on Debentures and General Expenditure Charges, which are much the same as for last year. We hope to be able, given more prosperous times, to deal more drastically with the writing down of the items which figures on the credit side of the Balance Sheet for debenture expenses. After meeting all outgoings, including Depreciation, the transfers made will enable us to carry forward £15,162 0s. 3d. to the new account.

It is a matter of regret to the Directors that they are unable to recommend the payment of a dividend on this occasion, but if the improved conditions I have alluded to continue, it may be found possible later in the year to pay a dividend on the Preferred Shares.

During the year there have been issued £11,000 of Debentures, which, with the amount previously issued and bonds for £26,000 placed with bankers and made available to meet possible requirements, represents in all £325,825.

I now touch upon the insurance question which, when we last met, was commented upon. In former years the Company ran a very substantial line in the underwriting account when rates of premium were materially higher than at present. Immunity from serious accident for many years permitted the accumulation of substantial balances at credit, which the Board regarded as a part of the profits made on that branch of their business as insurers of the Company's own steamers, and, from time to time, the account was drawn upon to supply a part of the Depreciation and to augment the general profit of the Company.

In 1908, however, insurance competition became very keen and rates were reduced to so low a level that it became evident a change of policy was desirable. It was, therefore, decided to effect the insurance of the greater portion of the marine and fire risks with Lloyd's and the Companies, which was done at favourable rates of premium and the Company now takes only 15 per cent. of the marine insurance risks.

## NOTICE.

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## NEW ADVERTISEMENTS

## LOST.

ON 25th inst., between Matilda Hospital, The Peak, and Union Church, Kennedy Road, a LADY'S GOLD and PEARL PENDANT. Reward on application to—

No. 513,

Care of "Daily Press" Office, Hongkong, 27th July, 1909. [1010]

## "GLEN" LINE OF STEAMERS.

## FOR LIVERPOOL AND ANTWERP.

THE Steamship  
"GLENESK."

Captain Rafferty, will be despatched as above on SATURDAY, the 7th August, 1909.

For Freight or passage apply to  
MCGREGOR BROS. & GOW,  
Hongkong, 26th July, 1909. [1006]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"DELHI."

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 7th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MANTUA," 11,000 tons, from Colombo, passengers' accommodation in which vessel secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OCEANA" due in London on the 19th September, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th July, 1909. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship  
"PERSIA."

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 31st July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st July, will be subject to rest.

Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 25th July, 1909. [3]

## FROM EUROPE.

THE H.A.L. Steamship  
"DORTMUND."

Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-DAY, notice to the contrary will be given before To-MORROW.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 26th July, 1909. [1007]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.

THE Steamship  
"GLENAVON."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd Aug. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 2nd Aug., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,  
Hongkong, 26th July, 1909. [1009]

## NEW ADVERTISEMENTS

THE TIENSIN LIGHTER CO., LTD.  
LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers and lighters between Taku Bar and Tiensin.

DOCK AND ENGINEERING YARD,  
TONGKU.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to

BUTTERFIELD & SWIRE,  
Managers,

Tientsin.

Hongkong, 27th July, 1909. [1011]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENNOX,"  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Aug., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,  
Agents.

Hongkong, 26th July, 1909. [1008]

WANTED.

A CHINESE CLERK, with Good Knowledge of English and General Office routine. Typewriting essential.

Apply by letter to—

"M."  
Care of "Daily Press" Office.

Hongkong, 26th July, 1909. [994]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

A N INTERIM DIVIDEND of \$3.50 Per Share for the Six Months ending 30th June, 1909, will be payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's Office.

AND NOTICE IS FURTHER GIVEN that the said Petitions will be heard before His Honour Sir Francis Piggott, Chief Justice of the said Court, in fifteen days from this Date and any person interested in the said Society or the said Company respectively on the 7th May, 1909, and which Resolutions respectively run as follows:—

"That the Memorandum and Articles of Association of the Society (Company) be respectively extended, altered and amended so as to read as shown in the print signed by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society (Company) to the exclusion of those heretofore prevailing."

AND NOTICE IS FURTHER GIVEN that the said Petitions are directed to be heard before His Honour Sir Francis Piggott, Chief Justice of the said Court, in fifteen days from this Date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise, desirous to oppose the making of an Order for the confirmation of the said alteration under the Companies Ordinance 1865 should appear at the time of hearing by himself, or by his Counsel for the purpose and copy of the said Petition, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1909.

C. MONTAGUE EDE,  
Secretary to the said Society and  
the said Company.

IN THE MATTER of the estate of CARRIE ALVIRA WALTERS MEGIN, otherwise MABEL SHERMAN, otherwise EMILY LOUISE HALL, late of No. 12, Wyndham Street, Victoria, in the Colony of Hongkong, the wife of HORACE JOHN MEGIN, of the United States Ship "SAMAE" Hospital Steward, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate.

All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the Undersigned or before the said Date.

Dated this 17th day of May, 1909.

OTTO KONG SING,  
Solicitor for the Official Administrator,

No. 12 Queen's Road, Central,  
Hongkong.

746.]

COAL.

BUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brookeston, at Reduced Rates. Large stock always on hand.

Apply — SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan.

W. E. CLARKE,  
Secretary.

Hongkong, 20th July, 1909. [984]

SITUATION WANTED.

YOUNG BRITISH SEEK POSSESSION.

Several years commercial experience at Home and in Hongkong. Export bookkeeper and thoroughly conversant in every branch of Office Work. Will deposit \$10,000 as security or as an investment, if desired. First-class references.

D. W.

Care of "Daily Press" Office.

Hongkong, 23rd July, 1909. [989]

LOST SHARES CERTIFICATES.

1. ANTHONY BABBINGTON —

Scrip No. 77 51/60 10

78 61/70 10

79 71/80 10

80 81/90 10

40

2. CREEASY EWENS —

Scrip No. 81 151/160 10

3. FUNG SHIU SAU —

Scrip No. 83 182/190 9

84 191/200 10

85 201/210 10

29

4. ALEXANDER GEORGE GRANT  
GOEDON —

Scrip No. 86 246/255 10

5. ELEAZER SILAS KELLY —

Scrip No. 87 311/320 10

88 321/330 10

90 341/350 10

91 351/360 10

40

129 Shares.

NOTICE IS HEREBY GIVEN that DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

JARDINE, MATHESON & CO., LTD.,  
General Managers.

Hongkong Ice Co., Ltd.

Hongkong, 13th July, 1909. [957]

HONGKONG ICE COMPANY, LIMITED

IT IS HEREBY NOTIFIED that, on and after the 19th current, the Selling Price of ICE will be INCREASED TO ONE CENT Per Pound.

JARDINE, MATHESON & CO., LTD.,  
General Managers.

Hongkong, 13th July, 1909. [957]

## INTIMATIONS

E. 200 R.  
COLONIAL SECRETARY'S DEPARTMENT.

HONGKONG OPIUM FARM.

## TO LET

TO BE LET

**DESIRABLE GROUND FLOOR SHOP**  
in CHATER ROAD, Hongkong.  
Apply—T. B. L.  
Care of "Daily Press" Office,  
Hongkong, 11th May, 1909. [723]

TO LET.

**GODOWN, No. 5a, DUDDELL STREET**  
Apply to—THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 1st July, 1909. [98]

TO LET.

**NO. 2, BEACONFIELD ARCADE**  
facing the Parade Ground.PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shauki-  
wan Road.PREMISES at SHAMEEN, CANTON, now in  
occupation of the Canton Kowloon Railway.NEW FIVE ROOMED HOUSES in  
Shelley Street.The ERYE, No. 13, Peak. Unfinished  
from 1st June, 1909.C.M.S. PEAK BUNGALOW, furnished,  
Mount Kellett, from 1st October, 1909, to  
30th June, 1910.BEACONFIELD ARCADE, Fine Shops,  
Offices and Dwelling Rooms.DWELLING ROOMS and OFFICES in  
Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE,

ROBINSON ROAD, newly painted and color-  
washed, exceptionally cheap rentals."FOR SALE.—To C. CHEER, at Peak, com-  
manding a Magnificent View of the Harbour  
and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 23rd July, 1909. [100]

TO LET.

**ONE DETACHED ROOM, with Separate  
Entrance and Verandah in Prince's  
Building, Second Floor.**

Apply to—

WM. MEYERINK & Co.  
Hongkong, 2nd July, 1909. [920]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about  
October at present in occupation of  
Messrs. JAEDINE, MATHESON & Co., LTD.

Apply—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 1st July, 1909. [818]

TO LET.

"STOWFORD," 12, Bonham Road, and  
5 STEWART TERRACE, the Peak.

Apply—

A. B.  
Care of "Daily Press" Office.

882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top  
Floor of No. 3, (Tung Lap Ting's  
Godown East Point).Immediate Possession. Rent exceptionally  
moderate.

Apply to—

KAM FOOK,  
No. 107, Wellington Street,  
behind the Star Hotel or Keeper of  
No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also  
OFFICES at No. 2, PEDDEE STREET.

Apply—

MESSRS. JARDINE, MATHESON  
& Co., LTD.

Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions,"  
with use of Bath Room, suitable for Office or  
Living Room.NEW and COMMODIOUS SHOPS,  
Nathan Road, Kowloon. Immediate Possession.KOWLOON MAEINE LOT 48, Yaumati,  
Area 5,200 square feet with 255 feet Sea  
Frontage. Especially suited for Storage of  
Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE  
COMPANY, LIMITED.

Hongkong, 29th June, 1909. [909]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA  
EAST.

Apply—

CHATER & MODY,  
Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPPON TERRACE.  
OFFICES TO LET, No. 2, Connaught Road,  
3rd Floor.No. 3, CLIFTON GARDENS, Conduit  
Road.No. 10, DES VŒUX ROAD CENTRAL,  
st floor.OFFICES in YORK BUILDING,  
GODOWNS in PRAYA EAST, BLUE  
BUILDINGS and No. 16B, Des Vœux Road  
next to the HONGKONG HOTEL.

FLATS in MELBOURNE TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 1st July, 1909. [97]

STORAGE.

For COAL, TIMBER, &amp;c.

TO BE LET, a Portion of MARINE LOT  
No. 235 at NORTH POINT. Suitable  
for above Purpose. EXTENSIVE WATER  
FRONT. DEEP WATER.

Ask FOR SALE.

Portions of MARINE LOTS Nos. 31 &amp; 36

on PRAYA EAST. Approximate AREA  
45,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. PENWICK &amp; Co., Ltd.

Hongkong, 8th June, 1909. [96]

## TO LET

TO LET.

**FIRST FLOOR, NO. 5, ICE HOUSE  
ROAD, NINE ROOMS.** Electric  
Fittings, suitable for Offices or Dwelling.  
Also, GODOWN, No. 9, Duddell Street.  
Apply to—A. B. AVASIA,  
1, Duddell Street.

Hongkong, 1st July, 1909. [912]

TO LET.

**N. 75, WYNDHAM STREET. SIX  
ROOMS.** Electric Fittings. Verandahs  
both sides. Full harbour view.  
ROOMS in No. 2, PEDDER'S HILL.

Apply to—

A. B. AVASIA,  
1, Duddell Street.

Hongkong, 8th July, 1909. [941]

TO LET.

**ONE of the BEST HOUSES at KULANG;**  
the Beautiful Summer Resort and San-  
atorium, near Foochow, to be let, fully furnished;  
for the whole season. Apply to Office of this  
paper for references.

Foochow, 22nd May, 1909. [794]

TO LET.

**N. 1A, WYNDHAM STREET,** suitable  
for SHOP and OFFICE, etc., lately  
occupied by Wehman Ltd., for Tiffin Rooms.  
Apply to—

YEE SANG FAT &amp; Co.

Opposite General Post Office,  
Hongkong, 21st June, 1909. [871]

TO LET.

**A TWO-STORY EUROPEAN HOUSE**  
No. 10, KENNEDY ROAD, immediately  
above the Peak Tramway Station, commanding  
a full View of the Harbour, Servants' Quarters  
behind, and a Lawn in Front, and Cellar, suitable  
for a First Class Residence. Available on the  
1st August, 1909, or earlier by arrangement.

Apply to—

MOOK KUON YUK,  
Comptador Office,  
Messrs. Butterfield & Swire's Office,  
Hongkong, 24th July, 1909. [1000]

TO LET.

**ONE LARGE OFFICE ROOM, No. 1,**  
Prince's Building, II. Floor.  
**ONE SPACIOUS GODOWN,** No. 125,  
Wanchai Road.

Apply to—

REUTER, BROCKELMANN & Co.,  
Hongkong, 1st July, 1909. [91]

TO LET.

**N. 6, OBSERVATORY VILLAS,** Kowloon.  
Five-Roomed House; Electric  
Lights and Tennis Court.  
"ERANER BUNGALOW," Kowloon. A  
Small Garden attached. Moderate Rental.  
Apply to—

ARATTOON V. APCAR &amp; Co.

14, Des Vœux Road.

Hongkong, 3rd March, 1909. [399]

TO LET.

**N. 2, ELLIOTT CRESCENT, ROBIN-  
SON ROAD.** Six-Roomed House, with  
Outhouse, Commanding a Fine View of the  
Harbour.

Apply to—

F. X. DALMADA E CASTRO,  
33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

TO LET.

**N. 3, LYEMOON VILLAS,** Kowloon.  
A Five-Roomed House, with Tennis  
Court. Thoroughly repaired. Rent Moderate.  
Apply to—X. Y. Z.,  
Care of "Daily Press" Office,  
Hongkong, 7th July, 1909. [937]

TO LET.

**NOTICES TO CONSIGNEES**  
"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLECUH,"

FROM ANTWERP, MIDDLESEBRO,  
LONDON AND STRAITS.

## THE MURDER OF DR. LALCACA.

## THE INQUEST.

country, was a member of the British Empire  
like ourselves.It was therefore with a sense of gratitude to  
the writers that I read in *The Times* this morning  
two letters headed "A Tribute to Dr.I can confirm all that the writers therein  
state of the sympathetic kindness and self-  
forgetfulness of Dr. Cawas Lalcaca's character.  
Dr. Lalcaca was in this country for a brief and  
hard-earned holiday, when, hearing of the arrival  
in England, for the purpose of taking profes-  
sional advice, of a Bombay gentleman whose  
business firm in Shanghai was well known to  
him, Dr. Lalcaca at once, and in the easiest  
manner, placed himself unreservedly at the  
service and disposition of this gentleman.In addition to his evident efficiency as a  
medical man, Dr. Lalcaca had much in his  
favour to command him to others. Of fine  
physique and very handsome features, he was  
a man of most charming manners and of very  
attractive address, and he seemed full of living  
energy and of physical and moral courage. Dr.  
Lalcaca leaves behind him many friends in this  
country, in Bombay, and in China; but fortunately  
he has given to his Parsee friends, who may  
have suffered bereavement by his death, the heart  
of every right-feeling person, be he Indian or  
English, turks with sympathy and sickening  
sorrow; and it may be some sort of though, but  
a poor, if defective, to the Parsee community,  
that he was a young man dressed in English clothes  
but wearing a light blue turban coming in front  
of the door and take deliberate aim with a revolver  
at an Indian gentleman whom he afterwards  
discovered to be Dr. Lalcaca. The two men  
were about 4 ft. apart facing each other. Dr.  
Lalcaca dropped to the ground. There might  
have been a previous shot at Dr. Lalcaca  
without the witness's seeing it. The shot  
struck Dr. Lalcaca in the middle of the body.  
The witness went to the vestibule and saw Sir  
Curzon Wyllie lying close by. The witness  
asked the man what his motive was in committing  
the crime, and he said in a slow, measured  
tone of voice, "I will tell the police." The  
witness questioned him in Hindustani, but he  
had given no information. He appeared to be  
a dreamy, dazed condition, which made the witness  
suspect the possibility that he had taken a drug,  
probably bhang. The shots must have been  
fired by an expert. No one who had not  
practised with a revolver could have fired as  
quickly as he did.

MEDICAL EVIDENCE.

Dr. Buchanan repeated his previous evidence.  
Dr. Lalcaca, he said, was not dead when placed  
on the ambulance at the Institute, but must  
have died within two or three minutes.Mr. R. S. Trevor, of St. George's Hospital,  
who had made a post mortem examination, said  
he found in the right breast an oval bullet  
wound half an inch in its greatest diameter, the  
direction of entrance of the bullet being  
downwards. There was another bullet hole in  
the top of the lower lobe of the right lung.  
That lobe of the lung was penetrated by a  
bullet, unaltered in shape, was found embedded in the left side of the pelvis.  
He failed to find the second bullet. The cause  
of death was hemorrhage and shock from injuries  
produced by a bullet wound entering the body at  
the back. The bullet entered the back of the  
right shoulder when Dr. Lalcaca was stooping  
forward. The second shot did not injure any  
vital organ.Detective Inspector Draper said that when  
asked if he had anything to say in answer to the  
charge at the Police Court, Dhingra said—  
"There was no wilful murder in the case of  
Dr. Lalcaca. I did not know him. When  
he advanced to get hold of me I simply fired  
in self-defence."The Coroner, in summing up, said it was  
quite clear from the evidence that there was a  
prior fact of wilful murder by the man  
Dhingra of Dr. Lalcaca. It was true that his  
statement was that his intentions were not  
originally against Dr. Lalcaca, and he spoke of  
his action as an act of self-defence. It was not,  
however, an act of self-defence which con-  
stituted the slightest excuse or defence to the  
charge of murder. He assumed, therefore,  
that they would deem it to be their duty to  
return a verdict of wilful murder.The jury returned a verdict of "Wilful  
Murder" against Dhingra.

TRIBUTES TO DR. LALCACA.

The Rev. James Ware, a missionary of  
Shanghai, who is at present in England, has  
written with reference to the death of Dr.  
Lalcaca.I was very much shocked to hear of the  
assassination of Dr. Cawas Lalcaca. I have  
known him ever since he came to Shanghai,  
some 20 years ago. In fact, I advised him  
regarding his book for the study of Chinese.  
His uncle, also named Lalcaca, was for many  
years a prominent Parsee merchant of Shanghai,  
prosperous and highly respected, especially by  
the Chinese. He it was who introduced Dr.  
Cawas Lalcaca to the native community, among  
whom he succeeded in building up an extensive  
practice. All classes, both Chinese and foreign,  
will be grieved to hear of his death. I may  
mention that in the Shanghai summer resort  
of Melksham—Dr. Lalcaca's property adjoins  
mine. Poor fellow, it seems hard to come home  
for a funeral after years of unremitting toil  
to meet such an untimely end. I don't suppose  
he was very much over 40 years of age—say  
about 46.

## SHIPPING.

## ARRIVALS.

**AMARA**, British str., 1,565. Blattock, 26th July  
—Samarang 15th July, Sugar—Jardine,  
Matheson & Co.

**ANHUI**, British str., 1,350. Harris, 26th  
July—Shanghai 22nd July, General—  
Butterfield & Swire.

**CHIYO MARU**, Japanese str., 13,426. W. W.  
Greene, 26th July—San Francisco 29th  
June, General—Toyo Kisen Kaisha.

**DORTMUND**, German str., 5,065. M. Malchow,  
25th July—Hamburg 10th June, General—  
Hamburg-Amerika Line.

**FRITHJOF**, Norwegian str., 891. O. Anderson,  
26th July—Holloway 25th July, General—  
Asgard Thoresen & Co.

**HING MING**, Chinese str., 1,423. Blethen, 26th  
July—Shanghai 23rd July, General—  
C. M. S. N. Co.

**LENNOX**, British str., 1,234. David Reid, 26th  
July—Singapore 20th July, General—  
Dowdell & Co.

**LOKHANG**, British str., 978. Bowker, 26th July  
—Chinkiang 21st July, General—Jardine  
Matheson & Co.

**NAMSAK**, British str., 2,591. P. M. B. Lake,  
26th July—Yokohama, Kobe and Moji 21st  
July, General—Jardine Matheson & Co.

**SUISANG**, British str., 1,776. W. D. Welsh,  
26th July—Puli Lant 15th July, Coal—  
Jardine, Matheson & Co.

**TAMING**, British str., 1,350. A. Somerville, 26th  
July—Cebu 21st July, Hemp—Butterfield  
& Swire.

**YUNENSANG**, British str., 1,721. P. H. Rolfe,  
26th July—Manila 23rd July, Hemp and  
General—Jardine, Matheson & Co.

**ZAFIRO**, British str., 1,629. R. Rodger, 26th July—  
Manila 24th July, Hemp and  
General—Shewan, Tome & Co.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

Anhui, British str., for Canton.  
Catherine Apac, British str., for Singapore.  
Ceylon Maru, Japanese str., for Singapore.  
China, American str., for Amoy.  
Haihan, French str., for Hongkong.  
Haldis, Norwegian str., for Bangkok.  
Hsing Ming, Chinese str., for Canton.  
Huichow, British str., for Canton.  
Kiang Ching, Chinese str., for Chinkiang.  
Lennox, British str., for Shanghai.  
Mathilde, German str., for Holloway.  
Mouang, British str., for Singapore.  
Pingtung, British str., for Shanghai.

## DEPARTURES.

26th July.

**CHEONGSHING**, British str., for Swatow.  
**FOOSHING**, British str., for Canton.  
**HONMON**, British str., for Amoy.  
**HUPER**, British str., for Canton.  
**KANSU**, British str., for Cebu.  
**KWEIYANG**, British str., for Tsingtao.  
**MEIFOO**, Chinese str., for Shanghai.  
**ONNANG**, British str., for Singapore.  
**SEGURA**, British str., for Singapore.  
**YOCHOW**, British str., for Amoy.

**SHIPPING REPORTS.**  
The British str. *Taming* reports: Moderate  
winds and fine clear weather.  
The British str. *Yunesang* reports: Fine  
weather, N.E. to East winds and moderate sea.  
The British str. *Nam sang* reports: Light  
variable winds, smooth sea, fine and clear  
weather.  
The British str. *Zafiro* reports: Light to  
moderate Easterly winds and fine weather  
throughout.  
The British str. *Suisang* reports: Fine  
weather in China sea, light to moderate S.E.  
and Easterly wind.

## VESSELS IN DOCK.

July 26th.

**ABERDEEN DOCK**—  
KOWLOON DOCK—*Vervarts*, Paul Beau,  
H.M.S. *Juno*, Manila.  
**COSMOPOLITAN DOCK**—  
TAIKOO DOCK—*Hengchou*, Keang.

## VESSELS ON THE BERTH

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to  
Rangoon, Madras and Mauritius.

## THE Steamship

"CATHERINE APCAR,"  
Captain G. F. Hudson will be despatched  
for the above Ports TO-DAY, the 27th  
inst., at Noon.  
For Freight or Passage, apply to  
DAVID SASSON & Co., Ltd.,  
Agents.  
Hongkong, 23rd July, 1909. [986]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT)  
Calling at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZILS  
to RED SEA, BLACK SEA, LEVANT, VENICE  
and ABBADIA PORTS).

THE Company's Steamship  
"PERSIA"  
Capt. P. Giurgevich, will be despatched as above  
on or about the 27th inst.  
This Steamer has splendid accommodation for  
passengers, electric light and carries a doctor  
and stewardess.

For information as to Passage and Freight  
apply to  
SANDER, WIELER & Co.,  
Agents.  
Princes' Buildings.  
Hongkong, 3rd July, 1909. [13]

## "INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

"INDRA,"  
Captain W. Gray Williams, will be despatched  
as above on the 21st August, 1909.  
For Freight or Passage apply to  
JARDINE, MATTHESON & Co.,  
Agents.  
Hongkong, 15th July, 1909. [966]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blank Pier. 3. From Blank Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BRTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 7th Aug., at Noon.
LIVERPOOL & ANTWERP	GLENNIE	Brit. str.	k.w.	Bafferty	MCGREGOR BROS. & GOW	On 7th Aug.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SAMBIA	Gov. str.	—	Müller	HAMBURG-AMERICA LINE	On 12th Aug.
COPENHAGEN & ST. PETERSBURG	SEGOVIA	Swed. str.	k.w.	Sechs	MELCHERS & CO.	About 25th Inst.
HAVRE, ROTTERDAM, BREMEN & HAMBURG &c.	SELAVALIA	Gov. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 31st Inst.
HARVE & HAMBURG VIA STRAITS, &c.	MAITA	Brit. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 20th Aug.
HARVE & HAMBURG VIA STRAITS, &c.	CALEDONIEN	Fr. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 29th Inst., P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	Casanova	MESSAGERIES MARITIMES	On 3rd Sept., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO	Dan. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 18th Aug., at D'light
MARSEILLES, HARVE, COPENHAGEN, &c.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 20th Inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	TOYOKIWA KAISHA	On 20th Aug., at Noon.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	AMERICA MARU	Ger. str.	—	O. Fahnd	MELCHERS & CO.	To-morrow, at Noon.
CALLAO, IQUIQUE, &c, via JAPAN PORTS, &c.	KINSHI	Aus. str.	—	JARDINE, MATTHESON & CO., LTD.	W. G. Williams	About 27th Inst.
NAPLES, GENOA, ALGER, GIBRALTAR, &c.	TELESTE	Brit. str.	—	ARNHOLD, KARBERG & CO., LTD.	On 21st Aug.	
NEW YORK VIA SUEZ CANAL	IRRAWADI	Brit. str.	—	DODWELL & CO., LTD.	On 14th Aug.	
BOSTON & NEW YORK	WELSH PRINCE	Brit. str.	—	CANADIAN PACIFIC E. CO.	To-morrow, at Noon.	
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	KUMESIC	Brit. str.	—	CANADIAN PACIFIC E. CO.	On 14th Aug., at 5 P.M.	
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	OSAKA SHOSEN KAISHA	On 16th Sept., at 10 A.M.	
MONTAGUE	MONTAGUE	Brit. str.	—	E. R. Hutchinson	OBAMA SHOSEN KAISHA	On 17th Aug., at 4 P.M.
FITZPATRICK	FITZPATRICK	Jap. str.	—	M. Higino	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	KAGA MARU	Jap. str.	—	K. Kawata	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	SHINANO MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 13th Aug., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	H. Raegener	MELCHERS & CO.	On 19th Aug., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Gov. str.	—	BUETTNERFIELD & SWIRE	On 3rd Sept., at Noon.	
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	E. W. Eddy	NIPPON YUSEN KAISHA	On 6th Aug., at 5 P.M.
KORE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 3rd Inst., at D'light
YOKOHAMA, KOBE & YOKOHAMA	SUISAN	Brit. str.	—	E. Fawcett	BUETTNERFIELD & SWIRE	To-day.
CHINWANTAO VIA WEIHAIWEI & CHEFOO	WEIHAIWEI	Brit. str.	k.w.	Malchow	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	CHIANGMAI	Brit. str.	—	T. Sturge	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	CHIANGMAI MARU	Jap. str.	—	J. C. Richards	OSAKA SHOSEN KAISHA	About 28th Inst.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	MOYORI MARU	Jap. str.	—	B. Wilhelm	MELCHERS & CO.	On 30th Inst., at 4 P.M.
SHANGHAI, MOJI, & KOBE	GOEBEN	Gov. str.	—	C. J. Benton, R.N.R.	JARDINE, MATTHESON & CO., LTD.	About 30th Inst.
SHANGHAI	KUTANG	Brit. str.	—	Williams	BUETTNERFIELD & SWIRE	On 31st Inst., at D'light
SHANGHAI, MOJI, KOBE & YOKOHAMA	ANHUI	Brit. str.	—	Charbonnel	MELCHERS & CO.	About Beginning of Aug.
SHANGHAI, LINAN	SUMATRA	Brit. str.	—	H. Powell	BUETTNERFIELD & SWIRE	On 5th Aug., at 4 P.M.
SHANGHAI, LINAN	TONKIN	Brit. str.	—	G. J. Emmerick	P. & O. S. N. CO.	On 8th Aug., at 4 P.M.
SHANGHAI, CHINHUA	CHINHUA	Brit. str.	—	K. Sugii	BUETTNERFIELD & SWIRE	On 13th Aug., at 4 P.M.
SHANGHAI, CHINHUA	CALCEDONIA	Brit. str.	—	H. Moriyama	JAVA-CHINA-JAPAN LIJN	On 4th Aug., at 3 P.M.
SHANGHAI, CHINHUA	CHINHUA	Brit. str.	—	J. S. Roach	OSAKA SHOSEN KAISHA	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	SPECIAL	Gov. str.	—	J. W. Evans	DOCK NO. 1.	On 4th Aug., at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	TIJATOGAN	Dut. str.	—	Frasier	BUETTNERFIELD & SWIRE	On 10th Aug., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	SOEUB MARU	Brit. str.	—	Hodgins	BUETTNERFIELD & SWIRE	On 13th Aug., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	DANGI MARU	Brit. str.	—	A. Somerville	BUETTNERFIELD & SWIRE	On 16th Aug., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	HATIAN	Brit. str.	—	P. H. Wolfe	BUETTNERFIELD & SWIRE	On 19th Aug., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	HALMUN	Brit. str.	—	B. Hodges	BUETTNERFIELD & SWIRE	On 22nd Aug., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YINGCHOW	Brit. str.	—	A. W. Outerbridge	BUETTNERFIELD & SWIRE	On 25th Aug., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	HAYTANG	Brit. str.	—	S. J. Payne	BUETTNERFIELD & SWIRE	On 28th Aug., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	TAMING	Brit. str.	—	R. W. Almond	BUETTNERFIELD & SWIRE	On 31st Aug., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YUNNAN	Brit. str.	—	P. F. Semill	BUETTNERFIELD & SWIRE	On 3rd Sept., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	ZAPERO	Brit. str.	—	G. F. Hudson	BUETTNERFIELD & SWIRE	On 6th Sept., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	TRAN	Brit. str.	—	H. Koops	BUETTNERFIELD & SWIRE	On 9th Sept., at 4 P.M.
MANILA	LOONGSHANG	Brit. str.	—	DAVID SASSON & CO., LTD.		

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLE, LONDON and ANTWERP VIA SINGA	MALTA	29th July	Freight and Passage
FORE, PENANG, COLOMBO and PORT SAID	Capt. G. M. Montford, E.N.E.	July	Passage
SHANGHAI, MOJI, KOBE, SUMATRA and YOKOHAMA	Capt. C. J. Bentz, E.N.E.	About 30th July	Freight and Passage
SHANGHAI	CALEDONIA	About 5th Aug.	Freight and Passage
LONDON, VIA USUAL PORTS	DELHI	Noon, 7th Aug.	See Special Advertisement

For further Particulars, apply to

E. A. HEWITT,  
Superintendent

Hongkong, 27th July, 1909.

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**NIPPON YUSEN KAISHA.  
THE JAPAN MAIL STEAMSHIP CO.**

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONE.	SAILING DATES.
MARSEILLE, LONDON and ANTWERP, via SINGA	SANUKI MARU	WED'DAY	4th Aug.
FORE, PENANG, COLOMBO, and PORT SAID	Capt. K. Homma, AWA MARU	at Daylight	WED'DAY, 18th Aug.
VICTORIA, B.C. and SEATTLE, via KEELUNG	Capt. A. Koith, KAGA MARU	at Daylight	TUESDAY, 17th Aug.
SHANGHAI, MOJI, KOBE, YOKOHAMA	Capt. M. Higino, SHIMIDZU MARU	at 4 P.M.	TUESDAY, 14th Sept.
SYDNEY and MELBOURNE	Capt. K. Kawano, YAWATA MARU	at 4 P.M.	FRIDAY, 6th Aug.
in MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Capt. T. Sekine, NIKKO MARU	at Noon	FRIDAY, 3rd Sept.
SHANGHAI, MOJI and KOBE	Capt. M. Yagi, MOYOHU MARU	at Noon	WED'DAY, 28th July
NAGASAKI, KOBE and YOKOHAMA	Capt. J. C. Richards, ATSUTA MARU	JULY	FRIDAY, 30th July,
KOBE and YOKOHAMA	Capt. Wm. Thompson, NIKKO MARU	at Daylight	WED'DAY, 4th Aug.
KOBE and YOKOHAMA	Capt. M. Yagi, HITACHI MARU	at Noon	FRIDAY, 6th Aug.
KOBE and YOKOHAMA	Capt. Wm. Wade, HITACHI MARU	at 5 P.M.	FRIDAY, 6th Aug.

Fitted with New System of Wireless Telegraphy.

† Charge only.

EXTRA PASSENGER SERVICE NEW STEAMERS—  
EUROPEAN LINE.

FOR GENOA, MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED

FROM HONGKONG AS FOLLOWS:

KAMO MARU - - (Capt. F. L. Sonnen) - On Fri. 30th July,

MISHIMA MARU - - (Capt. A. E. Moses) - About Wed. 25th Aug.

ATSUTA MARU - - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MYASAKI MARU - - (Capt. W. Bainbridge) - About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commuting 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st &amp; 2nd CLAS\$) AVAILABLE FOR 4 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS \$120	\$110	\$100	\$90
2nd " 80	70	60	50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER. [1593]

Hongkong, 8th June, 1909.

**CHINA NAVIGATION CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 27th July, 3 P.M.
SWATOW and SHANGHAI	"YINGCHOW"	On 28th July, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSA	"HUILCHOW"	On 30th July, 4 P.M.
SHANGHAI	"ANHUI"	On 30th July, 4 P.M.
MANILA	"LINAN"	On 31st July, 4 P.M.
SHANGHAI	"TEAN"	On 3rd Aug., 3 P.M.
MANILA	"CHINHUA"	On 5th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 8th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CALENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND,ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 19th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SS. "SHANGHAI LINE"

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$60 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIBB,  
AGENTS.

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**DOUGLAS STEAMSHIP CO., LIMITED.**

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
HAITAN	SWATOW, AMOY and FOOCHOW.	TUESDAY, 27th July, 2 P.M.
HAIMUN	SWATOW	WED'DAY, 28th July, 2 P.M.
HAIYANG	SWATOW, AMOY and FOOCHOW.	FRIDAY, 30th July, 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,  
GENERAL MANAGERS.

Hongkong, 27th July, 1909.

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**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"
SIIHAI, YOKOHAMA, KOBE & MOJI	"KUITSANG"
MANILA	"YUENSANG"
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"
CHINWATTAO via WEIHAIWEI & CHEFOO	"SUISANG"
MANILA	"LOONGSANG"

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUITSANG" and "FOOKKANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchow.

Taking cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD., GENERAL MANAGERS.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 31st July, Noon.
RUBI	2540	R. W. Almond	Manila	On 7th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 26th July, 1909.

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HONGKONG.

YOKOHAMA.

14, WATER STREET.

HONGKONG.

YOKOHAMA.

14, WATER STREET.

